

THE ANDERSON INTELLIGENCER

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The Weather:
Washington, April 29.-Forecast: South Carolina.-Unsettled and cooler Thursday probably showers; Friday...

By the way, how long until the mint julep season opens?
Mister Carranza reminds us forcibly every day that he is far too big for his britches.

Headline in the Spartanburg Herald: "Will Admit Women to the Bar." Does Charley Hearns want them to drink?

People in North Carolina must drink mean liquor. They claim to have killed a horned snake at Sanford.

And when the envoys reach a place in the negotiations where Huerta made one they should turn down an empty glass.

One Savannah judge told the "dry" prosecution that it was "plum-crazy." That judge must be a native of Charleston.

Don't imagine what is the matter with the Presses, since the Smiths are outbating them all hollow in the United States senate.

Possibly Texans are of the opinion that all this acuteness in Mexico was brought about because Joe Bailey resigned from the senate.

War news from Mexico and Colorado was rather tame yesterday, but no telling what will happen any minute, particularly in Colorado.

"Five Georgia Cities Ask For Mobilizing Camps," says a Georgian headline. Sure! But what is the use of being so modest about it?

It is denied that the reason Secretary Bryan is so strenuously opposed to war is that he accidentally fell over his sword and cut his shin.

Rumors are that President Wilson has a sort of war of his own on and that ultimatum are given and received at every cabinet meeting.

The Colonel bagged two Brazilian tigers and is on his way home where he expects to exhibit the scalps of any number of G. O. P. elephants.

A woman is advertising in an Asheville paper for a lost kitten. Beware! "Lost cats" may be found in the lower part of the state. None up this way.

THE CALL OF THE SOUTH

The call of the south is strong. We wish to present it briefly to the educated and progressive people who are among us at this time in connection with the Chautauqua. We have heard the managers of the Chautauqua speak so enthusiastically of the attendance and the attentive deportment of the Anderson audiences that we feel that this city will be remembered by them when they are on their long grind of 131 dates.

These excellent craftsmen, some of them of nation-wide reputations for wisdom, and for the power to impart knowledge and enthusiasm to others, have come with messages of helpfulness for our people. And yet we wish to assure them that, while they have not said one word amiss, there is no section of the country which is more truly American today than our own loved South.

Our people are freer from the infusion of blood of undesirable immigration. There is in South Carolina today less than 2 per cent of foreign born population. The hill section of the Carolinas is inhabited by descendants of the founders of this great republic, many of these excellent people are found in our mill communities.

Our farms are peopled by a rugged, honest substantial yeomanry, but there is room for thousands of settlers who could come among us and teach farming on an intensive plan and marketing on a co-operative basis. The negro question is one which bothers the south but little. The white man of the South knows his superiority and the negro respects it.

Climatically, the South, especially the Piedmont section of this state, is well-nigh ideal. When the settlers of the frozen Canadian prairies are shivering under masses of drifts of snow for six months, the open lands of the south are growing a prolific crop of small grain to be succeeded later by another crop of corn or of cotton. And some of our progressive farmers have produced three crops a year on the same piece of land.

Chautauqua friends, you have told us that you like Anderson. Do some missionary work for us. When you go among other people tell them of the gracious skies, the bountiful harvests, the hospitable people, the generous hearts of the south, and tell them that they are invited to come among us and settle. Honest, thrifty, progressive agricultural people will find in the south a home, and of all the south, Anderson claims to be the most progressive in agriculture and in making home life worth living.

SHOP EARLY

Some days ago The Daily Intelligencer suggested that in the absence of that useful and appreciated citizen, Chas. C. Langston, the Chamber of Commerce should undertake the work of getting the proprietors of stores to close at 6:30 p. m. Some one took the matter up, to whom the credit belongs we are not quite sure, but the fact remains that the clerks have been given the early closing hour.

Now that the merchants have done their part, we call upon the public to permit the clerks to get a little breath of fresh air in the afternoons. The following appeal from the clerks of the city to the people who trade in the stores expresses the case distinctly and to the point:

"We believe that all fair minded people will agree that some consideration is due us. It is impossible for those who have never been confined in a store during the long, hot summer days to fully appreciate the depressing effect it has on one. And to render good and efficient service in our capacities as salespeople, we need some outdoor exercise. Our object in writing this notice is to plead with you to do your shopping earlier in the day, or put it off until the next day. And not wait until the closing hour of an afternoon to make your purchases.

"You will know that we will be compelled to cheerfully serve you, even though you are late, in calling that it would be so much better for all concerned, if you will allow us the privilege of putting off promptly at the closing hour. As we will feel so much better after having a little rest, that it will be more of a pleasure to you to do your shopping earlier in the day than you will at the closing hour.

The Daily Intelligencer appeals to the people of Anderson to be thoughtful and considerate and to do their shopping earlier in the day and recreation during the long, trying, debilitating hours of the summer.

Noted Churchman Dies as Result of Illness.
(By Associated Press)
Richmond, April 29.-Dr. William Meade Clark, 59, rector of St. James Episcopal Church and editor of Southern Churchman, died today, the result of swallowing a chicken bone several months ago. Transportation of blood to his organs proved fatal.

A CONVINCING COMPARISON

Greenville Daily News.
The following summary of Mexican news taken from the columns of The News for the last two weeks or since the arrest of American marines at Tampico, as it has appeared in the morning and afternoon newspapers of the country tells its own story. If you want to read the war news first:

Morning Papers.
Saturday morning, April 11.-Mexican put United States marines under arrest.

Sunday morning, April 12.-Huerta apologized for arrest of United States marines.

Monday morning, April 13.-President Wilson and John Lind to confer on Mexican situation.

Tuesday morning, April 14.-Huerta's forces must salute American flag.

Wednesday morning, April 15.-Atlantic fleet ordered to Mexico, Huerta declines to order salute fired.

Thursday morning, April 16.-Huerta thinks the United States is bluffing.

Friday morning, April 17.-Huerta forced to comply with demand for salute of flag.

Saturday morning, April 18.-Ultimatum sent to Huerta; must salute United States flag by 6 p. m. tomorrow.

Sunday morning, April 19.-Mexican crisis is the gravest since the war with Spain.

Monday morning, April 20.-Huerta refuses to salute United States flag; plans for reprisals to be carried out; President Wilson goes before congress today.

Tuesday morning, April 21.-Within 48 hours Admiral Fletcher to seize Vera Cruz customs house.

Wednesday morning, April 22.-American flag flies over Vera Cruz.

Thursday morning, April 23.-Probable that Carranza will side with American flag; Carranza warned by Wilson.

Friday morning, April 24.-Villa will not be dragged into war with United States; troops leave Guadalupe for Vera Cruz; Carranza warned by Wilson.

Saturday morning, April 25.-Americans taken from train and made prisoners; their death is threatened; Mexicans fire across Texas line after destroying Nuevo Laredo.

Sunday morning, April 26.-Offer of mediation by Brazil, Argentina and Chile to eliminate Huerta is rejected; American plan; Gen. Maas threatens to shoot American women and children; rebels threaten American consul at Cavanas.

Monday morning, April 27.-American aviation fleet reconnoiters and reports railway bridge seen burning; American ranch at Coahuila seized; Vera Cruz put under martial law; reports from City of Mexico of two or three American killed; Huerta accepts mediation proposals.

Tuesday morning, April 28.-Huerta's forces must salute American flag.

Wednesday morning, April 29.-Atlantic fleet ordered to Mexico, Huerta declines to order salute fired.

Thursday morning, April 30.-Huerta thinks the United States is bluffing.

Friday morning, April 30.-Huerta forced to comply with demand for salute of flag.

Saturday morning, April 30.-Ultimatum sent to Huerta; must salute United States flag by 6 p. m. tomorrow.

Sunday morning, April 30.-Mexican crisis is the gravest since the war with Spain.

Monday morning, April 30.-Huerta refuses to salute United States flag; plans for reprisals to be carried out; President Wilson goes before congress today.

Tuesday morning, April 30.-Huerta tells why he refused United States demands. President before Congress today.

Wednesday morning, April 30.-Admiral Fletcher ordered to seize Vera Cruz customs house.

Thursday morning, April 30.-Under the guns of United States warship advance begun on Vera Cruz.

Friday morning, April 30.-Constitutionalists and Huertistas to unite in opposing United States; G. S. Higgins given passports.

to strategy and to tactics of war, and the allowances that must be made to permit the proportional development of the other elements of the ship. His training is broad and particularly fits him for all the important positions of our navy.

"He goes to sea filling the positions of assistant engineer, torpedo officer, deck officer, chief engineer and commanding officer of the torpedo boats and submarines; later as division officer and turret officer, taking his regular watch on the bridge and handling the battleships during the manoeuvres. He has a tour of shore duty as an assistant in constructing and repairing the steam, electric, radio and ordnance machinery for our ships; a cruise as chief engineer of a battleship, where he learns the care needed in operating the machinery, the improvements required, the changes in the hull that should be made in future designs from an engineering point of view; he also learns the limitations of machinery. This last is the most important, for when he commands a ship, division or fleet later, he will know that the machinery of his fleet was one of the most important factors in the naval strategy and tactics. He will not increase the speed of his fleet or division from 7 knots to 10 knots; he will not permit the commanding officers of ships to strain their machinery and boilers in full power runs to such an extent as to make navy yard repairs necessary, or to such an extent as to make the ships unable to repeat the performance at once. The knowledge of the limitations of machinery gained by the naval engineer puts him in a position to save hundreds of thousands of dollars in repair; and at the same time have his fleet as a whole, ready to meet the requirements of strategy and tactics; that is, ready to quickly assemble at any point and then to cruise half around the world without loss of time due to machinery troubles and upon arrival in the vicinity of battle, to have his machinery in such condition that it can be forced beyond its limit for a short time in order to gain important tactical advantages.

"Upon completion of his duty as chief engineer, he is assigned to the war college, the Department or to some manufacturing plant, to another cruise as ordnance officer and navigator, and later as executive officer, he determines what changes in hull designs are necessary for the health and contentment of the crew; what changes are necessary to make the ships of the future better gun platforms, better tactical units, etc., he becomes thoroughly familiar with the fleet evolutions, strategy and tactics.

"During his entire career, ashore and afloat, he has a large executive experience in handling men.

"Here we have a designing, building and operating engineer, an officer familiar with the construction and the design of steam, radio, electrical, ordnance machinery, familiar from sea experience, with the changes in hull design necessary to make the ships more effective in battle. He is the man whose experience makes him presently better qualified to act as general manager of our navy vessels than any other man in or out of the service. He is an officer destined to handle the fleet in time of peace in such a manner that when war breaks out the results of battle will surpass the highest expectations.

"In concluding my remarks as toast master, and before introducing the speaker of the evening, I would like to express the hope that through the American Society of Naval Engineers the value of the naval engineer to the service will become so well known that should the question ever arise before Congress, the Navy department, the engineers of civil life, or before the navy itself, as to who is best qualified to be the commander-in-chief of the fleet, or to commandant and general manager of the manufacturing plants, the answer will be, without hesitation, the naval engineer."

SOMEbody HAS LIED

Means to be an Engineer of Battleships in Atlanta.

Atlanta, April 29.-The attorneys for and against Frank have at last agreed on one point, and that point is that the Fulton county jail is not big enough to hold all the performers in the Mary Phagan case and subsequent proceedings.

Never in the history of criminal court proceedings has such a mass of affidavits been built up around a single case before. There have been affidavits concerning what witnesses previously swore to on the stand, and affidavits declaring to the falsity of what other witnesses swore to.

There have been affidavits on one side contradicted fully by affidavits filed the same day on the same point by the other side, and to further complicate matters some parties have filed two affidavits both of which could not be true.

The supreme court has not yet finally passed on the question of which side said the truth and which lied. But it is certain that both sides can't have told the truth.

The latest and most startling fact of the case is the conditions have been laid the case in the affidavits of C. B. Huggins and R. L. Sawyer who swore that they heard Jim Conley admit the slaying of Mary Phagan. They may have sworn to the truth, but simply were they printed since the affidavits were forwarded with a statement announcing that both the men had themselves repudiated what they had said.

Frank's own Democratic club met on Saturday and organized by Charles Cape, A. M. Dutton president, R. L. Sawyer secretary and treasurer, Dr. C. L. Dutton executive committee.

Delimiting to the county convention was Dr. C. L. Dutton, G. H. Cook, W. H. Moore, W. F. Owen, W. W. Walker, S. B. Cook.

The Work of The Naval Engineer

Interesting Information Given In the Address of Lt. Com. Louis Clark Richardson At A Recent Dinner At Which He Presided

Special Correspondence.
Washington, April 29.-It will be of peculiar pleasure to the many Anderson friends of Commander Louis C. Richardson to know that on the night of the 25th of April he presided at what is generally known to have been the most successful banquet the American Society of Naval Engineers has ever had. This is a splendid body of men, representative of the highest thought and keener activity in the land. It was a great compliment to Commander Richardson to be invited to preside and in the manner in which he handled the occasion he caused his friends to be very proud of him.

In introducing the secretary of the navy, Josephus Daniels, Commander Richardson said, "The next speaker is a man who by his energy, his courage and his devotion to high ideals has won for himself an inalienable place in the breasts of the American people. For more than 20 years he has fought for purity and against sham. I have the honor to introduce that distinguished citizen of the United States, Hon. Josephus Daniels, secretary of the navy."

Chairman of the house committee on naval affairs and a graduate of Annapolis College, Congressman Mann of Illinois and Congressman Fitzgerald, chairman of the appropriations committee of the house, were among the speakers.

But of all the speeches, none were more aptly illustrative of the work of the naval engineer, the man who constructs the fleet that carries our flag, than was the opening address of Commander Richardson. As the eyes of our country are turned to the navy, his remarks have an unusual interest at this time. Mr. Richardson said in part:

"You have come here to renew old acquaintanceships and to abandon yourselves to the charm of an evening amusement, but I feel that other motives and sentiments of a higher order have been in your minds."

"The society was founded for the purpose of developing naval engineering. An endeavor has been made to assemble at this banquet the men on whose united efforts the progress of naval engineering depends. As this is known about the naval engineer, I will talk to you a few moments about him."

"The naval engineer in order to be of the greatest usefulness to the country and a leader in the field of engineering, must be known for what he is in the administration; he must be in touch with the designing engineers, inventors and the manufacturers of engineering material in the civil life, and his importance to the naval service must be thoroughly understood by all the officers of the navy."

"We have with us tonight, distinguished representatives of the naval world, leaders from the field of engineering in civil life, naval engineers-and I include with the naval engineers the engineers from that splendid corps, the Revenue Cutter service corps, who always have their machinery ready for the most hazardous undertakings, whether in peace or war."

"Each of the representative bodies present has the same ultimate idea. We are all working towards the same end-the fitting of the American ships superior from an engineering and material point of view, to any other ships in the world. With this in view whether we are political, naval or commercial, our professional and national pride, as well as our patriotism, makes it mandatory that we give to the nation the best ships at a reasonable cost."



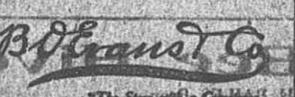
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